

### SAILING DIRECTIONS CORRECTIONS

**PUB 182                      4 Ed 1998                      LAST NM 30/01**

Page 91—Line 31/L; read:  
entrance near the middle of the fjord, in depths of 28 to 35m. A bridge, with a vertical clearance of 16m, spans the fjord about 0.3 mile N of Vik.  
(BA NM 15/01) 34/01

**PUB 191                      9 Ed 2000                      LAST NM 33/01**

Page 27—Line 24/L; read:  
bar.

**Tides—Currents.**—The tide rises about 2.2m at springs and 1.7m at neaps.

Within the harbor the tidal cycle is abnormal and results in the phenomenon of a double HW with the tide standing at or near HW for 6 or 7 hours. The neap tides are very irregular and may produce a second HW, which is higher than the first. Barometric pressure and strong winds can change the tidal cycles significantly.

At the entrance the flood current attains a maximum rate of 3 knots at springs. The ebb current, which is weak for the first 3 hours, attains a maximum rate of 4.7 knots at springs. At neaps both tidal currents are weak and uncertain.

(BA NP 27) 34/01

Page 27—Line 2/R; read:  
be accommodated within the harbor.

**Aspect.**—A castle, with a tower and flagstaff, stands on the SE side of Brownsea Island, close inside the harbor entrance, and is prominent from the approaches. A number of tall buildings are located in the vicinity of a marina on the NE side of the harbor, about 1.5 miles N of the entrance.

(BA NP 27) 34/01

Page 118—Lines 45 to 56/R; read:

The Dunkerque pilotage area is divided into two zones. The Outer Zone is bounded, as follows:

1. To the W—by the meridian of Calais Light (1°51.2'E).
2. To the N—by a line extending 3 miles seaward from the low water mark.
3. To the E—by the meridian of 2°27'E.
4. To the S—by the coast, the Calais pilotage limit, and the Inner Zone limit.

The Inner Zone is bounded, as follows:

1. To the W—by a line joining position 51°00.0'N, 2°02.8'E and position 51°03.0'N, 2°08.0'E.
2. To the N—by a line consisting of the parallel of 50°03.0'N, the coast, the meridian of 2°20.0'E, and the parallel of 51°04.5'N.
3. To the E—by the meridian of Dunkerque Light (2°21.9'E.).

Pilotage is compulsory for vessels bound to or from Port Ouest, Port Est, and Gravelines, as follows:

1. For all vessels 100m or more in length within the Outer Zone.
2. For all vessels 70m or more in length within the Inner Zone bound for Port Ouest.
3. For all vessels 50m or more in length within the Inner Zone bound for Port Est.
4. For all vessels carrying dangerous cargoes or without VHF within both zones, regardless of length.

All vessels should send a request for pilotage at least 12 hours in advance (or on departure from a previous port if less than 12 hours) through Boulogne (FFB). The message must include name, length, beam, draft fore and aft, last port of call, and ETA at the appropriate pilot boarding position (Dyck lighted buoy, E12 lighted buoy, or Rade Dunkerque Est).

Vessels should send amendments to their ETA of more than 2 hours at least 6 hours before arrival. Vessels should then confirm their ETA by VHF, telex, or telephone 3 hours prior to arrival at the pilot boarding position.

Pilots board vessels, as follows:

1. Vessels approaching from W—Between the Dyck lighted buoy (51°03'N., 1°52'E.) and the CA2 lighted buoy, 2.8 miles SW.
2. Vessels approaching from NE—In the vicinity of the E12 lighted buoy (51°08.0'N., 2°30.7'E.).
3. In Rade de Dunkerque Est—About 0.4 mile NE of the head of the W jetty.

When embarking the pilot, care should be taken not to drift down onto the Dyck lighted buoy as the tidal currents are very strong in this location.

Pilots may board by helicopter depending on the weather conditions. Vessels should contact the pilot station on VHF channel 16 or telephone the radar station for instructions 4 hours prior to arrival.

Vessels should contact the helicopter on VHF channel 72 and state their position, course, and speed; the force and direction of the wind relative to their fore and aft line; the condition of the sea (direction and height) and swell (rolling and pitching); the horizontal visibility; the air temperature; the deck condition (rolling, pitching, wet, or dry, etc.); and position of the winching/landing area.

Vessels should follow all rules, regulations, and instructions issued by the authorities.

Deep-sea pilots are available and should be requested from Pilotage Hauturier Dunkerque at least 24 hours in advance through Brest Le Conquet (FFU) or Boulogne (FFB). Vessels should confirm their ETA 12 hours before arrival and then again when within VHF range.

(Fr SD C2.1; BA NP 286) 34/01

Page 119—Lines 1 to 55/L; strike out.  
(NIMA) 34/01

**PUB 191 (Continued)**

Page 119—Lines 2 to 58/R; read:

Vessels are prohibited from stopping, fishing, or anchoring, except in emergency, within the approach channels (Passe de l'Ouest, Passe Est, Westdiep, Passe de Zuydcoote, and Chenal Intermediaire) and roadsteads of Dunkerque. This regulation also applies to the four dumping ground areas lying N of the approach channels.

Vessels with drafts over 10m or lengths over 230m are considered to be constrained. Such vessels must display the appropriate shapes and lights when transiting the approach channels.

Special regulations and reporting procedures apply to vessels over 1,600 grt transporting dangerous cargoes in bulk in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and the Spanish border.

Such vessels should contact Gris-Nez Traffic on VHF channel 13 or Dunkerque Port Control on VHF channel 73 when arriving within VHF range, and, in any case, before leaving the Dover Strait TSS. Vessels should then maintain a continuous listening watch on these frequencies.

Such vessels must report any significant defects to propulsion, steering, anchoring, or radar equipment prior to entering French territorial waters. Vessels must send an ETA 12 hours before arrival to the pilot station and to Dunkerque Port Control.

Such vessels are authorized to proceed without a pilot to the Waiting Area anchorage lying to the W of the Dyck lighted buoy. They are not permitted to proceed E of the Dyck lighted buoy unless a Dunkerque pilot is onboard. However, vessels less than 100m in length unable because of weather to embark a pilot may, with permission from the authorities, proceed through the approach channel.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(Fr SD C2.1; BA NP 28) 34/01

Page 120—Lines 1 to 9/L; strike out.

(NIMA) 34/01

Page 120—Lines 11 to 42/L; read:

Dredges operating on the S side of the approach channel display a black cone by day and a green light at night. When operating on the N side of the approach channel they display a red cylinder by day and a red light at night.

Movement signals controlling entry are shown from the ends of the three locks at Port Est. A green fixed light and a green flashing light indicate that vessels should enter the lock and secure to the side with the flashing light. Two red lights indicate that entry is prohibited. When permission to enter the lock is about to be given, the red light situated on the side of the lock to which the vessel should secure starts flashing.

(Fr SD C2.1; BA NP 28) 34/01

Page 120—Lines 1 to 19/R; strike out.

(NIMA) 34/01

Page 120—Lines 21 to 24/R; read:

A designated Waiting Area (anchorage), which may best be seen on the chart, extends SW from the vicinity of the Dyck lighted buoy (51° 03'N., 1° 52'E.). Care should be taken to avoid the wrecks and obstructions lying within this area. The recommended anchorage berth within the area for vessels with drafts over 15m lies about 5 mile WSW of the Dyck lighted buoy. Vessels with drafts of 10 to 15m should anchor about 2 to 3 miles WNW of the Dyck lighted buoy.

Vessels should anchor at slack water (2 hours 30 minutes before and 3 hours after HW at Calais) and not at HW, when the tidal currents may attain rates of 3 knots. The Waiting Area has depths of 17 to 28m and is shared with vessels bound for Calais, which anchor in the S part.

(Fr SD C2.1; BA NP 28) 34/01

Page 120—Lines 26 to 42/R; read:

Numerous wrecks lie in the approaches to the port and may best be seen on the chart.

Buoyage marking the approach channels may be missing or changed without notice. Vessels are recommended to contact the local authorities for the latest information concerning the routes.

Dumping ground areas (spoil areas), which may best be seen on the chart, lie centered about 1.5 miles N and 3.4 miles NNE of the entrance to Port Ouest, and 1.2 miles N and 2.5 miles NW of the entrance to Port Est.

An explosives dumping ground area, which may best be seen on the chart, lies centered about 2 miles NNW of the entrance to Port Est.

It is reported that frequent accidents have occurred at Port Est due to vessels disregarding the effect of the wind on the tidal currents.

High speed ferries may be encountered in the approach channels.

It is reported (1999) that submerged masonry extends up to about 50m seaward from the head of the W jetty at Port Est.

(Fr SD C2.1; BA NP 28) 34/01

**PUB 194 8 Ed 2000 LAST NM 32/01**

Page 199—Lines 19 to 23/R; read:

board in the vicinity of the GD lighted buoy (54°32'N., 18°40'E.), which is moored about 3.5 miles E of the harbor entrance.

Vessels should send a request for pilotage and an ETA 12 hours before arrival. The message should be sent via Gdynia Radio, which will coordinate with the pilot station, and include the vessel name, grt, length, draft, ETA, and destination. A confirmation ETA message should be sent 2 hours before arrival.

(BA NP 286) 34/01

**COAST PILOT CORRECTIONS****COAST PILOT 7 32 Ed 2000 Change No. 17  
LAST NM 33/01**

Page 189—Paragraph 245, lines 1 to 7; read:

**Local Regulations.**—An “Escort Tug,” as defined by Cali-

**COAST PILOT 7 (Continued)**

fornia regulations, is a tug that is designed primarily for pushing or pulling ahead or astern, or towing alongside another vessel. A tug is considered to be designed for escort work whether or not it is involved in such activity. In the harbors of Los Angeles/Long Beach, an "Assist/Escort Tug" means any tug that is accepted by the tank vessel master and/or pilot to escort a tank vessel that is transiting waters where an assist/escort is required. Arrangements should be ...  
(CL 1226/01) 34/01

Page 190—Paragraph 264, lines 3 to 4; read:  
F211 (which is the prominent gray rectangular tower of the Koch Carbon Terminal), a green hotel tower (marked by a large blue letter ...  
(CL 1226/01; PS 28/96) 34/01

Page 191—Paragraph 279; strike out.  
(CL 1226/01) 34/01

Page 193—Paragraph 306, lines 9 to 15; read:  
telephone (310-732-3805), or VHF-FM channels 73 and 16; call sign KEB-260. The pilot station and boats monitor and use as working frequencies VHF-FM channels 73, 14, and 16. The pilot boats display the standard day and night signals. The pilot station requests 2 hours advance notice of estimated time of arrival ...  
(CL 1226/01) 34/01

Page 195—Paragraph 362, line 6; read:  
operated by Mobil Oil Corp.  
Berth 301 (Los Angeles Export Terminal (LAXT): 1,000-foot wharf, 72 feet alongside; deck height, 16 feet; 120-acre dry bulk facility handles coal and petroleum coke.  
Berths 302-305: 4,000-foot container wharf; 50 feet alongside; deck height, 15 feet; 12 electric cranes; 262 acres of paved storage; operated by APL Limited.  
(CL 1226/01) 34/01

Page 205—Paragraph 7, line 9; read:  
(See **15 CFR 922**, chapter 2, for limits and regulations.)  
(15 CFR 922) 34/01

Page 218—Paragraph 128, line 5; read:  
lands in and surrounding Monterey Bay. (See **15 CFR 922**, chapter...  
(15 CFR 922) 34/01

Page 221—Paragraph 197; read:  
The Santa Cruz small-craft harbor is just E of Seabright and has slips and end-ties for about 1,200 small craft.  
(CL 1212/01; CL 1213/01) 34/01

Page 221—Paragraph 200, line 4 to Paragraph 201, line 6; read:  
north and south basins is 18 feet.  
The Santa Cruz harbor master advises that extensive shoaling occurs at the harbor entrance from November through May. Persons unfamiliar with the area should contact the

harbormaster's office prior to entering the harbor; a radio guard on VHF-FM channel 16 is maintained 24 hours a day or telephone 831-475-6161 between 0830 and 1700 daily. The Santa Cruz harbor master further recommends that mariners ...  
(CL 1212/01) 34/01

Page 221—Paragraph 204, line 2; read:  
VHF-FM channel 16. The patrol boat will guide vessels ...  
(CL 1212/01) 34/01

Page 221—Paragraph 206, lines 2 to 3; read:  
available. A launching ramp and a yacht club are in the harbor.  
(CL 1212/01) 34/01

Page 225—Paragraph 63, line 10; read:  
**CFR 922**, chapter 2, for limits and regulations.)  
(15 CFR 922) 34/01

Page 227—Paragraph 70, lines 6 to 7; read:  
recreational resources. (See **15 CFR 922**, chapter 2, for limits and regulations.)  
(15 CFR 922) 34/01

**COAST PILOT 7      32 Ed 2000      Change No. 18**

Page 40—Paragraph 156; read:  
(i) Constructing any structure other than a navigation aid,  
(15 CFR 922.71) 34/01

Page 40—Paragraph 163; read:  
(i) For enforcement purposes;  
(15 CFR 922.71) 34/01

Page 42—Paragraph 191; read:  
(i) Fish or fish parts and chumming materials (bait).  
(15 CFR 922.84) 34/01

Page 42—Paragraph 195; read:  
(C) Engine exhaust; or  
(15 CFR 922.84) 34/01

Page 42—Paragraph 199; read:  
(i) Constructing any structure other than a navigation aid,  
(15 CFR 922.84) 34/01

Page 78—Paragraph 1077, line 10; read:  
Captain of the Port.  
(18) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) at any anchorage other than in Anchorage 9 as specified in Table 110.224(d)(1) without prior approval of the Captain of the Port.  
(CL 1208/01; FR 6/26/01) 34/01

**COAST PILOT 7 (Continued)**

Page 79—Paragraph 1110, line 2; read:

have engines on standby, and have a pilot on board.

m. Any vessel anchoring in a “dead-ship” status shall have one assist tug of adequate bollard pull on standby and immediately available (maximum of 15 minute response time) to provide emergency maneuvering. When the sustained winds are 20 knots or greater, or when the wind gusts are 25 knots or greater, the tug must be alongside.

(CL 1208/01; FR 6/26/01)

34/01

Page 79—Table 110.224(d)(1), change lines 6, 9, 10, 19, 24, and 26; read:

6	do	do	Note a.
9	do	do	Notes a, b, m.
10	do	Naval	Note a.
19	do	do	Note b.
24	Carquinez Strait	General	Note j.
26	Suisun Bay	do	Note k.

(CL 1208/01; FR 6/26/01)

34/01

Page 80—Paragraphs 1150 to 1166; read:

(5) *Anchorage No. 8.* In San Francisco Bay bounded by the west shore of Alameda Island and the following lines: Beginning at

37°47'52.0"N., 122°19'58.0"W.; thence west-northwesterly to

37°48'02.5"N., 122°21'01.5"W.; thence west-southwesterly to

37°47'51.5"N., 122°21'40.0"W.; thence south-southwesterly to

37°47'35.5"N., 122°21'50.0"W.; thence south-southeasterly to

37°46'40.0"N., 122°21'23.0"W.; thence easterly to

37°46'36.5"N., 122°19'52.0"W.; thence northerly to shore at

37°46'53.0"N., 122°19'53.5"W. (NAD 83).

(6) *Anchorage No. 9.* In San Francisco Bay bounded on the east by the eastern shore of San Francisco Bay and on the north by the southern shore of Alameda Island and a line beginning at

37°46'21.5"N., 122°19'07.0"W.; thence westerly to

37°46'30.0"N., 122°21'56.0"W.; thence south-southeasterly to

37°41'45.0"N., 122°20'22.0"W. (San Bruno Channel Light 1); thence south-southeasterly to

37°38'38.5"N., 122°18'48.5 "W. (San Bruno Channel Light 5); thence southeasterly to

37°36'05.0"N., 122°14'18.0"W.; thence northeasterly to shore at

37°37'38.5"N., 122°09'06.5"W. (NAD 83).

(CL 1208/01; FR 6/26/01)

34/01

Page 81—Paragraphs 1210 to 1213; read:

(17) *Anchorage No. 24.* Bounded by the north shore of Carquinez Strait and the following points: Beginning on the shore at Dillon Point at

38°03'44"N., 122°11'34"W.; thence southeasterly to

38°03'21"N., 122°10'43"W.; thence southeasterly to

38°02'36"N., 122°10'03"W. (Carquinez Strait Light 23); thence to the shore at the Benicia City Wharf at

38°02'40"N., 122°09'55"W. (NAD 83).

(CL 1208/01; FR 6/26/01)

34/01

Page 184—Paragraph 114, lines 3 to 4; read:

City of Oceanside, Department of Harbor and Beaches. The harbor, which can accommodate about 950 small craft, shares a common entrance with Del Mar ...

(CL 1216/01)

34/01

Page 184—Paragraph 116, lines 5 to 15; read:

fog signal is at the S extension light. Inside the common entrance is a junction buoy separating the Oceanside Harbor entrance channel and the Del Mar Boat Basin entrance channel. About 300 yards NE of the junction buoy is a submerged jetty marked by a buoy with the words “**DANGER SUBMERGED JETTY.**” The buoy gives warning to mariners of a submerged jetty close N of the Oceanside Harbor entrance channel. The inshore end of the Oceanside Harbor entrance channel is marked by buoys on the N side, a light on the N side at the end of the riprap protecting the hotel, ...

(CL 1216/01)

34/01

Page 185—Paragraph 118, line 8 to Paragraph 119; read. before entering:

**Harbor regulations.**—The harbor is under the control of the City of Oceanside, Department of Harbor and Beaches. The harbor headquarters building is on the E side of the harbor opposite the entrance. About 50 berths for transient craft are available at the harbor headquarters. All moorage must be arranged with the harbor office in the headquarters building. Prepaid reservations are accepted for 24 guest slips, with the remainder available on a first come, first served basis. The **Oceanside Harbor Police** operates from the headquarters building. The police boats are equipped with rescue and fire fighting equipment. The police boats monitor VHF-FM channel 16, 24 hours a day, and work on channel 12.

(CL 1216/01)

34/01

**COAST PILOT 7**

**32 Ed 2000**

**Change No. 19**

Page 35—Paragraph 22, lines 2 to 3; read:

and E apply to all thirteen National Marine Sanctuaries for which site-specific regulations appear in Subparts F through R, respectively.

(15 CFR 922.1)

34/01

Page 37—Paragraphs 84 to 93; read:

**§922.40 Purpose.**

The purpose of the regulations in this Subpart and in Subparts F through R is to implement the designations of the thirteen National Marine Sanctuaries for which site specific regulations appear in Subparts F through R, respectively, by regulating activities affecting them, consistent with their respective terms of designation in order to protect, preserve and manage and thereby ensure the health, integrity and continued availability of the conservation, ecological, recreational, research, educational, historical and aesthetic resources and qualities of these areas. Additional purposes of the regulations implementing the designation of the Florida

**COAST PILOT 7 (Continued)**

Keys and Hawaiian Islands Humpback Whale National Marine Sanctuaries are found at §§922.160, and 922.180, respectively.

**§922.41 Boundaries.**

The boundary for each of the thirteen National Marine Sanctuaries covered by this part is described in Subparts F through R, respectively.

**§922.42 Allowed Activities.**

All activities (e.g., fishing, boating, diving, research, education) may be conducted unless prohibited or otherwise regulated in Subparts F through R, subject to any emergency regulations promulgated pursuant to §§922.44, 922.111(c), 922.165, 922.186, or 922.196, subject to all prohibitions, regulations, restrictions, and conditions validly imposed by any Federal, State, or local authority of competent jurisdiction, including Federal and State fishery management authorities, and subject to the provisions of section 312 of the National Marine Sanctuaries Act (NMSA), (16 U.S.C. 1431 *et seq.*). The Assistant Administrator may only directly regulate fishing activities pursuant to the procedure set forth in section 304(a)(5) of the NMSA.

**§922.43 Prohibited or otherwise regulated activities.**

Subparts F through R set forth site-specific regulations applicable to the activities specified therein.

**§922.44 Emergency Regulations.**

Where necessary to prevent or minimize the destruction of, loss of, or injury to a Sanctuary resource or quality, or minimize the imminent risk of such destruction, loss, or injury, any and all such activities are subject to immediate temporary regulation, including prohibition. The provisions of this section do not apply to the Cordell Bank, Florida Keys, Hawaiian Islands Humpback Whale, and Thunder Bay National Marine Sanctuaries. See §§922.111(c), 922.165, 922.186, and 922.196, respectively, for the authority to issue emergency regulations with respect to those sanctuaries.

(15 CFR 922.40-922.44) 34/01

Page 38—Paragraphs 101 to 104; read:

(b) The prohibitions listed in Subparts F through P, and Subpart R do not apply to any activity authorized by a valid lease, permit, license, approval or other authorization in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, and issued by any Federal, State or local authority of competent jurisdiction, or by any valid right of subsistence use or access in existence on the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, provided that the holder of such authorization or right complies with certification procedures and criteria promulgated at the time of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P, and with any terms and conditions on the exercise of such authorization or right imposed by the Director as a condition of certification as the Director deems nec-

essary to achieve the purposes for which the Sanctuary was designated.

**§922.48 National Marine Sanctuary permits—application procedures and issuance criteria.**

(a) A person may conduct an activity prohibited by Subparts F through O, if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under this section and Subparts F through O, as appropriate. For the Florida Keys National Marine Sanctuary, a person may conduct an activity prohibited by Subpart P if conducted in accordance with the scope, purpose, terms and conditions of a permit issued under §922.166. For the Thunder Bay National Marine Sanctuary and Underwater Preserve, a person may conduct an activity prohibited by Subpart R in accordance with the scope, purpose, terms and conditions of a permit issued under §922.195.

(b) Applications for permits to conduct activities otherwise prohibited by Subparts F through O should be addressed to the Director and sent to the address specified in Subparts F through O, or Subpart R, as appropriate. An application must include:

(15 CFR 922.47; 15 CFR 922.48) 34/01

Page 38—Paragraph 111, line 4; read:

criteria found in Subparts F through O, or Subpart R, as appropriate. The Director shall further ...

(15 CFR 922.48) 34/01

Page 38—Paragraph 113, line 6; read:

regulations set forth in this section or Subparts F through O, Subpart R or for other ...

(15 CFR 922.48) 34/01

Page 38—Paragraphs 115 to 121; read:

(a) A person may conduct an activity prohibited by Subparts L through P, or Subpart R, if such activity is specifically authorized by any valid Federal, State, or local lease, permit, license, approval, or other authorization issued after the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary after the effective date of the regulations in Subpart P provided that:

(1) The applicant notifies the Director, in writing, of the application for such authorization (and of any application for an amendment, renewal, or extension of such authorization) within fifteen (15) days of the date of filing of the application or the effective date of Sanctuary designation, or in the case of the Florida Keys National Marine Sanctuary the effective date of the regulations in Subpart P of this part, whichever is later;

(2) The applicant complies with the other provisions of this §922.49;

(3) The Director notifies the applicant and authorizing agency that he or she does not object to issuance of the authorization (or amendment, renewal or extension); and

(4) The applicant complies with any terms and conditions the Director deems reasonably necessary to protect Sanctuary resources and qualities.

(b) Any potential applicant for an authorization described

**COAST PILOT 7 (Continued)**

in paragraph (a) of this section may request the Director to issue a finding as to whether the activity for which an application is intended to be made is prohibited by Subparts L through P, or Subpart R, as appropriate..

(c) Notification of filings of applications should be sent to the Director, Office of Ocean and Coastal Resource Management at the address specified in Subparts L through P, or Subpart R as appropriate. A copy of the application must accompany the notification.

(15 CFR 922.49) 34/01

Page 39—Paragraph 129, line 8; read:  
in Subparts L through P and Subpart R, an applicant for a lease, permit, license ...

(15 CFR 922.50) 34/01

Page 39—Paragraph 130, line 1; read:

(i) The granting, denial, conditioning, amendment, suspension ...

(15 CFR 922.50) 34/01

Page 39—Paragraph 132, lines 1 to 2; read:

(iii) For those Sanctuaries described in Subparts L through P and Subpart R, the objection to issuance of the imposition of terms and ...

(15 CFR 922.50) 34/01

Page 39—Paragraph 133, lines 3 to 4; read:

same actions described in §922.50(a)(1)(i) and (ii). For appeals arising from actions taken with respect to ...

(15 CFR 922.50) 34/01

Page 39—Paragraph 144, line 1; read:

(i) 1,500 feet of open ocean containment boom and a boat ...

(15 CFR 922.71) 34/01

Page 40—Paragraph 148; read:

(i) Fish or fish parts and chumming materials (bait);

(15 CFR 922.71) 34/01

Page 40—Paragraph 152; read:

(C) Engine exhaust; or

(15 CFR 922.71) 34/01

**COAST PILOT 7      32 Ed 2000      Change No. 20**

Page 6—Paragraph 133, line 10; read:

fog signals, and electronic aids. Light List corrections may be obtained from the Internet at ([http://pollux.nss.nima.mil/pubs/USCGLL/pubs\\_j\\_uscgll\\_list.html](http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgll_list.html)).

(27/01 CG14) 34/01

Page 227—Paragraph 73, line 1; read:

The **Gulf of the Farallones National Marine ...**

(15 CFR 922) 34/01

Page 227—Paragraph 73, line 10; read:

encouraged. (See **15 CFR 922**, chapter 2, for limits and regulations.)

(15 CFR 922) 34/01

Page 271—Paragraph 8, line 10; read:

**922**, chapter 2, for limits and regulations.)

(15 CFR 922) 34/01

Page 315—Paragraph 286, line 3; read:

lock dimensions are 175 feet long, 37 feet wide, and 5 feet deep ...

(16/01 CG13) 34/01

Page 323—Paragraph 2, line 7; read:

Quinault Canyons. (See **15 CFR 922**, chapter 2, limits and ...

(15 CFR 922) 34/01

Page 346—Paragraph 224, line 4 to Paragraph 225, line 4; read:

channel from the islands on each side of the entrance. Entrance to the harbor can also be made from the S through Mosquito Pass between Henry Island and Bazalgette Point. The harbor has depths of 4 to 9 fathoms. It affords good anchorage and in the summer is used extensively by yachts.

A large resort is on the E side of Roche Harbor. The resort operates a wharf with shed, floats with berths for about 300 craft, including 150 transient berths, a hotel, cabins, a general store, and a restaurant. Electricity, gasoline, diesel fuel, water, ice, a launching ramp, pump-out station, and marine supplies ...

(CL 831/01) 34/01

Page 350—Paragraph 274, lines 11 to 13; read:

NW of the oil wharf. Berths with electricity for over 475 craft are available. At least 150 of this total capacity is used for transient berthing. Water and pump-out station are available. **Note:** Vessels should not anchor within ...

(CL 831/01) 34/01

Page 350—Paragraph 275, line 2; read:

railway that can handle boats to 50 feet long and a 25-ton lift are ...

(CL 831/01) 34/01

Page 368—Paragraph 74, lines 6 to 7; read:

is marked on the E side by a lighted bell buoy.

(12/01 CG13) 34/01

Page 369—Paragraph 93, lines 7 to 12; read:

breakwater is marked by a light. In March 2001, the reported controlling depth was 11 feet through the entrance and in the E part of the basin with 8½ feet in the W part of the basin. Berths for 275 craft, electricity, gasoline, diesel fuel, water, ice, pump-out station, and marine supplies are available. Hull and engine repairs ...

(CL 1088/01) 34/01

**COAST PILOT 7 (Continued)**

Page 387—Paragraph 258, line 3 to Paragraph 259, line 1; read:

Snohomish River Channel. There are berths for more than 2,200 small craft; transient mooring floats are maintained for visiting boats. A pump-out station and 35-ton travel lift are available. A boatyard is on the NE side of the harbor. (See the small-craft facilities tabulation on chart 18423 for services and supplies available at Everett.) A **harbormaster**, whose office is on the S side of the harbor, assigns all berths.

A launching ramp and pump-out station, operated by the Port of Everett, are on ...

(CL 831/01; LL/01) 34/01

Page 399—Paragraph 441, line 2; read:

depths of 37.2 to 43.1 feet; it is not a Federal project. The Port of Tacoma's ...

(BP 173579) 34/01

Page 440—Paragraph 642, lines 3 to 4; read:

on the point. Tanks are about 0.8 mile N of the light and stacks are close N.

(CL 915/01; NOS 19362) 34/01

Page 463—Paragraph 5, line 2; read:

shore of Tutuila Island (see **15 CFR 922**, chapter 2, for limits and ...

(15 CFR 922) 34/01

**COAST PILOT 7      32 Ed 2000      Change No. 21**

Page 118—Paragraph 2518; read:

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01) 34/01

Page 118—Paragraph 2523, line 5; read:

under anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01) 34/01